

The perjury case was concluded at 6.30 p.m. The jury found both prisoners guilty. Judgment on Friday.

The *Mercury* is given to understand that seven-teen of the Japanese men-of-war recently placed in reserve are ordered to be put at once in commission.

The C. N. Co.'s steamer *Foochow* grazed one of the Fishermen Islands during a recent fog. She got off without serious damage and reached Shanghai on the 18th inst.

DURING some races at Marree, India, the other day Veterinary-Captain Turnbull while riding collided with the rails and was thrown. He sustained a bad fracture of the knee.

The Russian Finance Committee of the Council of the State has endorsed M. De Witte's currency proposal. M. De Witte undertakes to retain a war fund of 300,000,000 roubles.

We have much pleasure in stating that Chief Inspector Mackie's son appears to have only a slight attack of plague and that up to this morning he exhibited no dangerous symptoms.

An aged ex-Indian officer, with a brother in the Scots Greys, in pushing a wheelbarrow round Australia. So far, he has done 4,000 miles, travelling Queensland, N.S.W., and Victoria. His only companion is a sheep-dog—*Bullfinch*.

The *Shanghai Mercury* suggests that "some local talent should come forward to render assistance to those who have suffered through the recent disastrous earthquake and tidal wave in Japan." Why should not Hongkong do likewise?

The return of the number of visitors to the Cliv Hall Museum for the week ended June 28th are:—Europeans, 155; Chinese, 2,731; total 2,886.

A LAMPREY fishing factory is to be established in the Kiangning district, i.e. in Nanjing, under the auspices of Victoria L. Kung. The buildings of the factory are of foreign type and will be completed in a few months.

ASSISTANT ENGINEER MALLINSON of H.M.S. *Immortalité* has been appointed to take charge of the engine department of the *Swift*. It is reported that Engineer Broadbent, of the *Narcissus*, will be transferred to one of the gunboats.

A MILITARY or naval attack (*Bukwan*) of the Russian Legion, now on a visit to Nagasaki, attempted to shoot the captain of a steamer of the Volunteer Fleet. He fired a revolver (7), but missed his aim and the captain was but slightly injured.—*Kobe Chronicle*.

In a recent English breach of promise case it transpired that the pay of a fourth officer on an Australian ocean liner was only £78 per annum and of a third officer but £12 more. On this a deluded girl expected her swain to live and keep her in luxury! All is not gold that glitters.

At a banquet given by Taotai Pang Yuen-suen, Director-General of the Customs Mills (at Yangtzeport), to entertain Whang Tsai Mills and the Mixed Court Magistrates of the British and French Settlements at Chang Shuh's Garden (Shanghai) on the 20th instant, a large number of influential Chinese were present. Mr. W. V. Drummond was one of the guests.

ASBESTOS WOOL FOR BOOTS—Asbestos wool, compressed by the hydraulic pump to a thin sheet and waterproofed on one side, is recommended by American inventor for the middle sole of boots and shoes. It is said that such a compound sole will protect the wearer from all the ills which are supposed to be associated with the access of heat, cold, and moisture to the feet.

SHE glided into the office and quietly approached the editor's desk. "I have written a poem," she began. "Well!" exclaimed the editor, with a look and tone intended to amuse her; but she calmly returned—"I have written a poem on 'My Father's Barn' and 'My Mother's Barn'." "You don't know how I am relieved," a poem written on your father's barn, eh? I am relieved. A poem written on your mother's barn, eh? I was afraid it was written on paper, and that you wanted me to publish it. If should ever happen to drive past your father's barn I'll stop and read the poem." *Entire poetess*!

MR. HARRY STANLEY died the other week in Newcastle (N.S.W.) hospital, and yet, although he has for years drawn all his "talent" from Australia, very little notice has been taken of his death. The veteran deserved more obituary notice than the average theatrical identity. Mr. Stanley was a pioneer showman in India and Africa, especially in India, where he had a juvenile troupe, and, under the management of Tom Liddell, at the time of his death. For years he prospered so exceedingly that, although the Oriental Bank failed "hit him" to the tune of £40,000, he must have left a good deal of property in sundry places.

KURU, the second naval port in Japan, 11 miles S. by E. of Hiroshima, has been a good deal in evidence since the beginning of the Chinese-Japanese War. Of late the Japanese Government has been considerably strengthening its defences, and recently Mr. Spenser, Armstrong's agent, has been visiting the port in company with Admirals Buller and the Marquis Salgo, Minister for Naval Affairs. The harbour is described as deep and commodious; it is only approachable from the sea by the narrow channel of Shimomura, Bungo, and Kure. It already possesses docks and machine shops, but it is contemplated erecting an arsenal, with gun shops, etc. The site is by nature practically impregnable and the recent defence works render it one of the most formidable naval stations in the world. It is, besides, in close proximity to the coal-fields of Kurehida. Recently it has been visited on several occasions by British warships.

HINTS TO CYCLISTS. Don't think you have rented the entire roadway. Don't run over a policeman when he's asleep. Don't wait until within two feet of a person you are passing before ringing your bell. Don't try to see how close you can run to persons you are passing without hitting them. Don't try to show off because passing a trap filled with what you assume are envious lookers-on.

Don't "scooch" on Queen's Road. First-class riders of good standing can ride round Happy Valley.

Don't bend into a position which represents curvature of the spine, and subjects cycling to ridicule.

Don't misunderstand the cause of undue sharpness of breath. The least torpidity or weakness of the liver is characterized by shortness of breath.

Don't forget to pay a license fee, and paste your number on your tail, as soon as the *Police Ordinance* is amended so as to drag you into the net.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the Committee held at the Chamber Rooms on the 18th June there were present Messrs. J. J. Bell-Irving (Chairman), A. McConachie (Vice-Chairman), G. B. Dodwell, St. C. Macdonald, N. A. Siebs, H. Smith, and R. C. Wilcox (Secretary).

RESIGNATION OF THE CHAIRMAN. The Chairman tendered his resignation on the ground that he had not the time to adequately perform the duties.

After some discussion, Mr. McConachie consented to accept the post, and he then proposed, and Mr. Dodwell seconded, the election of Mr. Herbert Smith as Vice-Chairman. This being carried unanimously, the meeting was adjourned until the 24th June.

At the adjourned meeting on the 24th June there were present Messrs. A. McConachie (Chairman), J. J. Bell-Irving, T. Jackson, St. C. Macdonald, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary).

The minutes of the last monthly meeting and that of the 18th instant were read and confirmed.

CORRESPONDING COMMITTEE. The name of Mr. McConachie was substituted for that of Mr. Bell-Irving on the Corresponding Committee.

DUTIES LEVIED ON FOREIGN GOODS IN SOUTH CHINA. Letter from Mr. J. Andrew enclosing one addressed by him to Mr. Consul Brennan on the duties levied on foreign goods in South China was laid on the table.

QUARANTINE AT SINGAPORE. Read letter from Colonial Secretary dated 2nd June, enclosing copy of telegram from Singapore declaring Chinese ports southwards from Fuchow infected. Copies had been sent to local Press.

REPORTED INTENTION OF CHINESE GOVERNMENT TO DEMAND INCREASE IN TARIFF. Read letter from British Minister, dated 20th May, acknowledging receipt of Chamber's letter of 10th June. Also letters from Amoy, Shanghai, and Chinkiang Chambers acknowledging receipt of copies of despatch to British Minister.

TARDY DELIVERY OF MAIL BY POST OFFICE. Read letter from Messrs. Melchers & Co., dated 2nd June, calling attention to the late delivery by the Post Office of the French Mail on the 10th, and the early hour fixed for closing mail by same steamer on the same day for Shanghai. Resolved to address the Government on the urgent necessity for more prompt delivery generally and for the provision of sufficiently commodious premises in which to conduct the work of the Post Office, a general opinion being expressed that it was most difficult to handle the mails with despatch in the present building.

TELEGRAPH RATES. It was decided to write to the Telegraph Companies to inquire when the promised reductions in the tariff for messages to the Straits Settlements and elsewhere is to come into effect, no further intimation on the subject having been given, though the Singapore Office of the Telegraph Companies has already notified by advertisement a reduction in rates.

QUARANTINE AT MANILA. Mr. H. Smith drew attention to a report in the papers to the effect that it was proposed to lengthen the quarantine imposed in the Philippines on vessels arriving from Hongkong to fifteen days in consequence of the erroneous report to the effect that the cases of bubonic plague in Hongkong had increased, and it was resolved to address the Government on the subject, pointing out that the cases of plague were really on the decline.

CORRESPONDENCE. The following is the correspondence referred to in the minutes:—

Hongkong, 19th May, 1896.
R. Chatterton Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Dear Sir,—I have now the pleasure to enclose, for the information of your Members, copy of a letter which I have addressed to Mr. Byron Brennan with reference to my views upon the trade with the interior of South China by the West River route. The inland districts mentioned therein do not include those of the Kwangtung Province, with which Mr. Brennan is already acquainted; those are even heavier than in Kwangtung; and when I mention that the taxes on grey shirtings from Canton to Wuchow amount to \$1.20 per piece and this added to duties further on, it can well be understood that there can be no trade in the face of such excessive taxation. The West River route, underwise taxation, would be opened to foreign trade as far as navigation will permit, the terminus being Po Sze.

I am, dear Sir,
Your obedient servant,
(Signed) JOHN ANDREW.

(Copy.)
Hongkong, 19th May, 1896.
Dear Mr. Brennan,—As you must know, I had a lot of trouble with the officials at Wuchow over the sale of my cargo on the trip up the West River, which was contemplated before you left. It kept me in Wuchow for over three months, as I had no time to go further up the river as I intended. The delay, however, gave me an opportunity of becoming acquainted with the trade by daily intercourse with traders from Yunnan, Kweichow, Hunan, and Szechuan. The principal and most valuable export from these provinces is native opium, and the principal market for it is Wuchow. From very reliable information I am told that the annual trade at Wuchow is the drug alone amounts to £1,000,000. The trade from Kwangtung, Kweichow, and Yunnan all want to invest the proceeds of their cargo in cotton yarn and piece goods at Wuchow and return home at once, but at present they cannot do so on account of the excessive duties charged on the West River. The present system is to ship the goods down to Hongkong or get a native Bank draft on Fatsien or Canton and from there another on Hongkong. There is no direct business between Hongkong and Wuchow. In both cases of transit there is a loss of over 21 per cent, in addition to the passage money of the men, who have to accompany their cargo back into the interior. The duties are invested here in yarn and piece goods, which are shipped to Pakhoi if destined for Kwangtung, and to Haiphong if for Kweichow or Yunnan. If the cargo is intended for Wuchow it is taken overland from Pakhoi to Yungchue, a place halfway between Wuchow and Nanning, on the West River, thence down stream. There is no duty on foreign goods coming down river. If the destination is Nanning the goods are taken direct overland there from Pakhoi. Cargo for ports beyond Nanning in Kwangtung, Kweichow, and Yunnan is shipped up the Red River by steamer to Mengtze and thence forwarded to the destination. All these details you may be already acquainted with, but they go to prove that if piece goods and yarn could be purchased in Wuchow at a reasonable figure the trade would be a loss of over 21 per cent, and the West River would be abandoned and everything sent forward by the West River route. The opening of the river as far up as Po Sze (pronounced in Cantonese Pak Sze) would be an immense advantage to British trade, and in my opinion, should include the cities of Shueing, Wuchow, Nanning, and Po Sze.

I have read a great deal of argument for and against the Red River route compared with the

West River, but in my own mind there is no doubt about the matter, that where the market for exports is there will also be the market for imports, and unless the French encourage opium smoking in Tonkin and establish cotton factories in Haiphong they may, if the West River is open, as well try and secure the moon as to obtain control of the carrying trade to Yunnan via the Red River.

Now to answer your questions—*Loh-shan* is not levied on transit pass goods at Wuchow, but is on others. I offered to pay this tax, but the officials would not receive it. They wanted to make the buyers pay, when the cargo passed into their hands, both this and all the Kwangtung barrier taxes.

Taxes beyond Wuchow—I send you a book of likin charges for Kwangtung and I am told the charges in Kweichow and Yunnan are about the same in each province. It is most difficult, however, to arrive at exact figures, as there are so many ways of evading and commingling duties at all stations.

Further Station of Navigation on the West River—All year, when goods go up the West River destined for Yunnan is landed at Po Sze and thence taken overland. There is a station named Pakhoi about 50 miles further up, but the river is shallow and current strong. Unless with very small boats, Pakhoi is never used.

From Wuchow to Po Sze the total duty on yarn is 15s. 3 per bale and the freight about 7s. On piece goods the duties are excessive, and on cheap cloth they amount to 40 to 50 per cent. These duties include *Loh-shan* and *Poo-quan*. The book sent you only refers to *Loh-shan*; the *Poo-quan* duties vary from month to month apparently, according to demand and supply, and it is impossible to obtain a proper tariff.

Yunnan goods at Wuchow—As already explained, Wuchow draws her supplies from Hongkong via Pakhoi and Yungchue; and I could not hear of any case where goods came overland from the Yangtze. I was told, however, although I doubt it, that foreign goods sometimes come to Kwillin from the Yangtze through Hunan.

Yours truly,
(Signed) JOHN ANDREW.

Peking, May 29th, 1896.
Sir,—I beg to acknowledge the receipt of your letter of the 16th instant, with reference to an announcement made by Reuters' Agency on the 4th instant, to the effect that Li Hung-chang intends visiting the Courts of the various Treaty Powers, partly with a view to obtaining an increase of five to eight per cent *ad valorem* of the import duties levied on foreign goods in China.

In reply, I beg you to inform the Hongkong General Chamber of Commerce that I have seen the Reuters' telegram in question, but have received no confirmation whatever of the statement contained in it.

In my opinion no change of tariff is likely to take place without previous consultation with the parties most interested in such alteration, and without full publicity being given to the intention to make such change.

I am, Sir,
Your obedient servant,
(Signed) CLAUDE M. MACDONALD.

DISASTROUS EARTHQUAKE AND TIDAL WAVE IN JAPAN.

OVER 73,000 LIVES LOST!

Kobe, June 20th.

The tidal wave and earthquake which visited the north-east coast on Monday evening (the 15th instant) occasioned great loss of life and property, and the latest official state the loss of life amounted to 17,400; the number of deaths in Iwate Ken being 14,000; in Miyagi Ken 3,400 and in Aomori Ken 300.—*N. C. Daily News*.

SHANGHAI, June 20th.

A private cablegram was received this afternoon and courteously translated for us by Mr. Hiral, H.M. Japanese Consul, which read as follows:—"North-eastern coast between Hagihama and Aomori mostly damaged. About 40,000 lives lost."

Another private cable states:—"The disaster caused by the earthquake and tidal wave is the most terrific ever known in Japan. The Hagihama and Aomori districts have suffered most."—*China Gazette*.

SHANGHAI, June 22nd.

The Nippon Yusen Kaisha have received the following telegram, which the manager has kindly placed at our disposal:—"Ogihama to Aomori is where the most damage has been done, and it is now reported that quite 40,000 lives have been lost. The Yusen Kaisha steamers are all safe."

A TOWN ENGULFED! Another private telegram states that Swate prefecture is where the most damage has taken place. The town of Kamias (Miyagi prefecture) has wholly disappeared and the sea now rolls over where it lately stood.

[The last great earthquake in Japan was three years ago when the Gifu and Aichi prefectures suffered greatly. It is 50 or 60 years since a severe earthquake occurred in the district that has lately been wrecked.]

LATER.

We (*Mercury*) are indebted to the courtesy of Mr. S. Hiral, H.M.'s Consul-General, for the following translations:—

An official telegram from Tokyo, dated 19th instant, and despatched by Mr. Kume, Secretary for Home Affairs, who has been specially sent to the prefecture of Miyagi to investigate the extent of damage done and loss of life, reports 21,000 lives have been lost in that prefecture alone and 550 severely injured. Gains engulfed or totally destroyed are given as 2,973.

A telegram from Iwate prefecture, dated 14th, states that the loss of life there is about 14,000, houses destroyed and engulfed 4,000.

A telegram from the Governor of Aomori, dated the 20th, states that 308 lives were lost and 143 severely injured and 480 houses destroyed.

A later telegram from Iwate gives the loss of life as 22,186.

(From Japanese Papers.)

EFFECTS OF THE TIDAL WAVE. SENDAI, June 16th.

Between last night and this morning a tidal wave swept over Ojika and Motomachi districts. In this province (Miyagi) with disastrous results. Over 500 houses were carried away and more than 1,000 people drowned. Governor Katsumata, with the Chief Inspector of Police and other officials, has proceeded to the scene of the calamity.

AKITA, June 16th.

Several slight shocks of earthquake were experienced here between last night and this morning.

SAKATA, June 16th.

Several slight shocks of earthquake were also felt here.

SHOCKING LOSS OF LIFE AND PROPERTY. TOKIO, June 16th.

The following further telegrams have been received by the Government respecting the disastrous results of the tidal wave:

IWATE, June 16th.

By the tidal wave this morning a considerable number of people and animals were either killed or injured at Sakuramachi.

ISHINOMAKI, June 16th.

About 3 p.m. last night a tidal wave swept over here and some 40 houses were washed clean away (and a number of people drowned in the part of the town known as Washigami-hama. Some 30 houses were either carried away or submerged and about 50 people were either killed or injured at Otsuchi-hama. A number of the contents in the Miyagi Prefecture, who were working at Otsuchi-hama, are also missing.

SHIZUKAWA (Miyagi), June 16th.

About 8.30 last night a disastrous tidal wave swept this district. The whole town was submerged and the loss of life and property are immense.

No fewer than 2,000 persons have been drowned, and over 700 houses washed away along the coast in the vicinity of Shizukawa by the tidal wave.

IWATE, 16th June.

About 8.30 p.m. yesterday, a calamitous tidal wave had catastrophic results experienced at the town of Kaji, South Kanabe district, Iwate prefecture. About 100 houses were carried away, and great loss of life occurred. At Otsuchi, South Hei district, over 100 houses, are reported to have been washed away and a number of people drowned.

SHIZUKAWA, June 17th.

The area devastated by the tidal wave is some 80 or 90 *ri* (some 25 miles) in extent, namely, from Ninkasan in the south to Hishikawa in the north. The damage done to life and property must be immense.

SENDAI, June 16th.

The damage done by the tidal wave is ascertained to be the last telegram was as follows:—"At the villages of Shizukawa, Hashigami, Otsuchi, Utsuki, in Motomachi district, about 1,000 people were drowned, and over 500 houses demolished; at Onagawa-mura, Ojika district, one person was drowned and about 30 houses collapsed; at Otsuchi, Jigokawa-mura, Momoto district, 30 houses collapsed and a considerable number of people were either drowned or injured."

A telegram from the Hokkaido Government shows that the tidal wave did some damage in that island, but it appears from the information yet to hand to be comparatively small.

According to the investigation made by the Department of Communications, the telegraph lines for about 45 *ri* have been interrupted by the tidal wave.

TOKIO, June 17th.

In the opinion of Professor Koehbe of the Imperial University, the recent tidal wave was due to a land slip. There is, says the Professor, a large cavity of ground, which geologists call *tsunami*, about 100 *ri* (a *ri* is 2 miles) wide and 300 *ri* long, at the bottom of the sea, extending from the coast along Ishinomaki, Kamakura and Miyako to the Kurile. The depth of the cavity varies from 3,000 fathoms to 4,000 fathoms. The slope of this *tsunami* (7) is almost perpendicular. A slip occurring would cause a gigantic tidal wave and earthquakes along the neighbouring coast.

THE COMING WAR OF 1896-1897.

SHANGHAI, June 20th.

It should interest our readers to observe that our prognostications regarding both the up-coming of the programme of the British fleet for the summer of 1896, as also other unusual changes in the vessels of other nations, have, every one of them, taken place, although postponed and laughed at at the time, the laugh now being all on our side.

We will, however, only say at present that there is a likelihood of the swift and terribly powerful cruiser *Edgar* not returning to England at all, but remaining on in the China Station, reinforced by three of her own class (the *Under Rear Admiral Ozeley*), to form the flying squadron in the Far East, attended by a full escort of torpedo-destroyers and torpedo-boats.

Every effort is being put forward to hasten the arrival of the second in command, Rear Admiral Ozeley, and his flagship, after which the British flag will once more hold the full command (if she requires it) of the Pacific.

A private letter from London states that the question was asked in the Admiralty, at Whitehall, London, a short time ago—"How long, in the event of a serious war, would it take to commission ten reserve battleships and cruisers and reinforce our admirals in China?" The answer is noteworthy, for no other nation could give it—"Twenty-four hours to commission the ten, with coals on board and all stores; and thirty to thirty-five days to reach Shanghai's latitude."

All 40,000 British troops could be landed almost anywhere by the ocean-greyhound, and all which are subsidised by the Admiralty, States and munitions of war for two years could be laid down in Hongkong or Choochow under eight weeks from the outbreak of war. These are solid facts for other nations to ponder upon.

The next six months will see stirring times round and near Choochow and in the north, and any day we should not be at all surprised to hear that another *Kowloon* affair had taken place, commencing a third and terrible two years war.—*China Gazette*.

LATEST NEWS FROM JAPAN.

The following "Tokio Notes," dated the 14th June, from private sources, have been kindly placed at our disposal:—Colonel Denby, U.S. Minister to the Court of Peking, and Mrs. Denby are at present staying at the U.S. Legation. The Colonel had been on leave for the last few days but is progressing favourably. The Spanish Minister has left Japan for good owing, it is reported, to private family affairs, and the First Secretary is now *Chargé d'Affaires*.

Some fourteen Chinese students came to Tokio recently by the steamer *Saido Maru* from Shanghai with the object of studying the Japanese language and literature, and also whatever of the scientific professions the students may show an aptitude for after they have been in the country for a while.

The students are sent by the ex-Viceroy Li Hung-chang and the Japanese Minister, Mr. Hayashi, during the late Treaty negotiations at Peking. Arrangements are being now made by the Japanese Minister of Education and the Chinese Envoy, Yü Kung, as to where the new students are to be placed. *Après* of H. T. Yü Kung is at present reported in diplomatic circles here that there is every chance of H. T. being soon sent to the United States to replace E. K. Wang Ju, who was sent as Chinese Minister to the United States, Spain, Peru and the British Empire this month. H. T. Yü and Mr. Wang

even stated to be making preparations for their return to China in order to enable H. K. to have his audience with the Emperor Kung Hail prior to being transferred to the Western hemisphere.—*N. C. Daily News*.

DEATH OF HER IMPERIAL HIGHNESS PRINCESS CH'UN.

SHANGHAI, June 22nd.

We learn from the *Hupao* of the receipt of an edict of the 19th instant on Saturday afternoon, announcing, with deep regret the death of the Princess on the morning of the 18th instant, at about 2 o'clock.

The Emperor states in his edict that he has "received the Empress Dowager's special commands to acknowledge H.H. Yü-ho-eh, Princess Ch'ün, to be our own mother and we are to go through the mourning ceremonies required of a son in the same manner done by us upon the occasion of the death of H.H. the late Prince Ch'ün our father, in reverent compliance with the sacred instructions of our forefathers, who preceded us, the tribute of being, "when in life, possessed of a love of harmony between the members of the Imperial House, and characteristics in which are blended all the virtues of probity and chastity and a serene nature, inasmuch that not a single member of the Imperial House but reverently looked up to her highness as an example of goodness. Furthermore her highness' household was the model of good family government and when the Prince was alive, the Princess was his helper in all matters." Upon receipt of the news of his mother's death the Emperor went at once to her palace to worship the remains, taking a "7-to-10 prayer coverlet" with him, the gift of the Empress Dowager to the deceased Princess.

A 7-to-10 prayer coverlet is a strip of Imperial yellow satin having, it is alleged, one hundred and eight funeral prayers inscribed upon it—the work of Tibetan lamas—the best few prayers being from the Dalai Lama, the Buddhist Pontiff, himself. These prayer coverlets are granted as special gifts by the Emperor only to the highest personages in the Empire, and are used as a shroud, the possession of which "enables the spirit of the deceased to enter the bodies of the living, the possession of which enables the living to enter the bodies of the deceased." In fact, Prince himself, and his nine children, are supposed to come out and meet the spirit thus ensouled and escort it to its abode reserved for it in Hades. In the latter part of the edict translated above the Emperor appoints Kung Kang, the newly-appointed Grand Secretary and Comptroller-General of the Board of Works; Hual T'ao-pi, President of the Board of Rites and a Comptroller-General of the Imperial Household Department; Wen Lin, Vice-President of the Board of Punishment and a Comptroller-General of the Imperial Household Department; and Ying Nien, Vice-President of the Board of Works (all Manchus) to be the Executive Committee in charge of the mourning ceremonies of the deceased Princess, while the Board of Rites are ordered to send up for approval the list of ceremonies necessary for such a solemn occasion.

We may mention here, incidentally, that the deceased Princess seldom, if ever, interfered in state affairs after the death of her husband, who, on the other hand, although he did not openly accept office until after the disgrace of his elder brother, Prince Kung, was always a power behind the throne upon the accession of his infant son the Thorough.

The Empress Regent never omitted to consult Prince Ch'ün upon all important matters of state in deference to his being the Emperor's father. Princess Ch'ün did not belong to the same class of Manchus as the present Empress Dowager, and was not her blood relation.—*N. C. Daily News*.

NEWS BY THE AUSTRALIAN MAIL.

The following telegrams from our Sydney and Port Darwin exchanges were "crowded out" of last Saturday night's issue:—

Sydney, June 2nd.

The Full Court has struck R. D. Mesinger off the roll of solicitors in consequence of his connection with the Dean murder, perjury, and conspiracy cases.

LONDON, June 2nd.

The special correspondent of the *Standard* telegraphs from Moscow that the number of lives lost by the catastrophe is 3,600.

The Tsar and Tsarina have visited the sufferers in the hospitals.

Queen Victoria has sent a telegram to the Tsar expressing her profound sympathy.

June 3rd.

Yesterday the House of Commons has, by a majority of 121, negatived a proposal to adjourn over the Derby day.

The Defence Committee of the United States Senate has presented its report, in which it states New York and twenty-six other ports of the Union are at the mercy of a foreign fleet.

June 4th.

The death is announced of Professor Sir George Johnson, M.D., F.R.S., Physician Extraordinary to the Queen, aged 75.

Professor Sir George Johnson was president of the Royal Medical and Chirurgical Society from 1874 to 1886, and was also honorary consulting physician to the Royal College of Music, an office to which he was appointed by the Prince of Wales. In 1889 he was appointed Physician Extraordinary to the Queen, and in 1892 her Majesty conferred on him the honour of knighthood.

Walth and Co.'s large business premises at Market Lane destroyed by fire, the damage being £5,000.

SYDNEY, June 4th.

